

Each year more than 1 million Americans will suffer a heart attack. Too many of us are not even aware of the warning signs. And too many of us do not know what to do to help someone who has suffered a heart attack.

To that end, today I will reintroduce legislation, the Teaching Children to Save Lives Act, to encourage training in the classroom. This legislation will teach our children about the dangers of heart disease, how to prevent it, and how to respond in a cardiac emergency.

□ 1015

So I urge my colleagues to support this and other efforts to address the scourge of heart disease.

#### FEBRUARY, AMERICAN HEART MONTH

(Mrs. MORELLA asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. MORELLA. Madam Speaker, as has been mentioned, this is Valentine's Day, and it has been designated as American Heart Month.

As a member of the Congressional Heart and Stroke Coalition, I and others of my colleagues will continue to work to increase funding for the National Institutes of Health. I am pleased that for the past 2 years we have seen annual increases of 15 percent for NIH. The previous 2 years' funding increases for the NIH has translated into increases for the Institute of Neurological Disorders and Stroke of \$138 million over fiscal year 1999, for a total of \$1.148 billion for the current fiscal year.

Eighty-one percent of Americans support increased Federal funding for heart research, and 78 percent support increased Federal funding for stroke research. Heart disease, stroke and other cardiovascular diseases remain this country's number one killer, causing nearly 960,000 deaths every year, and are a leading cause of long-term disability.

Cardiovascular disease has claimed more lives than the next seven leading causes of death combined. One in five Americans suffers from cardiovascular diseases. Heart disease is the number one killer in Maryland, stroke is the number three killer in Maryland, and this reflects the Nation.

Let us resolve on this Valentine's Day to remember what American Heart Month is about, to preserve the health of our loved ones.

#### RECOGNIZING FEBRUARY AS AMERICAN HEART MONTH

(Ms. CARSON of Indiana asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. CARSON of Indiana. Madam Speaker, today we recognize February

as American Heart Month. I salute the American Heart Association and other noteworthy organizations' ongoing efforts to eliminate heart disease, which affects millions of Americans every year.

Cardiovascular diseases are the number one killer of women and men. These diseases currently claim the lives of more than half a million females every year.

The American Heart Association estimates that one in two women will eventually die of heart disease or stroke. African American women face a four times higher risk of dying before the age of 60.

Although cardiovascular disease is the leading cause of death among American women, studies show that women still do not recognize their risk, are unaware that their symptoms are different from men's, are less likely to seek treatment when faced with these symptoms, and are less likely than men to be referred for diagnostic testing and treatment by their physicians.

What does this say about our Federal health care system? It has not done enough to address women's healthcare needs.

I applaud the work that the Congress has done. It successfully passed legislation dealing with cardiovascular disease and stroke, but I would urge the 107th Congress to do more in the fight for heart disease research and funding and to ensure adequate health care access for all of our citizens.

#### RAIL PASSENGER DISASTER FAMILY ASSISTANCE ACT OF 2001

Mr. REYNOLDS. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 36 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

#### H. RES. 36

*Resolved*, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 554) to establish a program, coordinated by the National Transportation Safety Board, of assistance to families of passengers involved in rail passenger accidents. The first reading of the bill shall be dispensed with. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. Each section of the bill shall be considered as read. During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. At the conclusion of consideration of the bill

for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore (Mrs. EMERSON). The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Madam Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from New York (Ms. SLAUGHTER), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Madam Speaker, House Resolution 36 is an open rule providing for the consideration of H.R. 554, a bill to establish a program coordinated by the National Transportation Safety Board, to offer assistance to the families of passengers involved in rail passenger accidents.

The rule provides for 1 hour of general debate, equally divided and controlled by the chairman and the ranking member of the Committee on Transportation and Infrastructure. The rule also provides that the bill shall be open for amendment by section at any point and authorizes the chairman of the Committee of the Whole to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD. Finally, the rule provides for one motion to recommit, with or without instruction.

Madam Speaker, I rise in strong support of the bill before us, H.R. 554, the Rail Passenger Disaster Family Assistance Act. This bill is substantially identical to legislation with the same name passed by voice vote in the 106th Congress on October 4, 1999. Unfortunately, that legislation was never taken up by the Senate before the adjournment of the 106th Congress.

Congress addressed a similar issue in 1996 by passing the Aviation Disaster Family Assistance Act of 1996. In response to the Value Jet and TWA 800 tragedies, Congress approved this measure to coordinate and distribute information to family members in an efficient and sensitive manner.

The next logical step for Congress to take is to extend the same service to families of victims of railroad disasters. The nature of tragedies is that they occur suddenly and without warning. The manner in which these situations are handled in the immediate hours and days following the incident are critical. Providing information quickly and accurately not only saves lives, but offers assurances to family members and loved ones.

In fact, just last week, on Monday, February 5, 2001, an Amtrak train carrying 98 passengers collided with a lumber freight train in my home State of